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Hongkong Daily Press.

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No. 13,961 號壹拾陸百玖千叁萬壹第 日玖十月壹十年捌十二緒光 HONGKONG, THURSDAY, DECEMBER 18TH, 1902. 肆拜禮 號捌十月式十年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

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Hongkong, 1st October, 1902.

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JUST RECEIVED a Large and Fashion-
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Woolen and Sequin Trimmings; Ladies';
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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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&c.,

&c.

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WHEN SUFFERING FROM BRAIN FOG, INDIGESTION, BILIOUSNESS,

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COMPRADORE ORDERS,
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MONTALTO DE JESUS, 12

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Wharves, and seven minutes by Ferry-launch

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Board and Residence

By the day From \$5 to \$7.00

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" for Married Couple, \$160.00

Everything of the Best.

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Billiards (Thruout Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. BUTTONJEE,

Proprietor.

Hongkong, 25th November, 1901.

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(HOTEL-SANTARIUM OF SOUTH

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HAS been re-opened under European

management and most strict supervision

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A most pleasant retreat for those desirous of

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Comfortable accommodation for travellers

paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Huangshan*), daily to and

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Wife and children in the event of death before
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Policies payable at 50 or at death if previous.

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ACCUMULATED FUNDS, £10,000,000.

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly furnished Reading, Drawing,

Musical, and Smoking Rooms.

Private Bar and Billiard Rooms for Hotel

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Dining Accommodation for 300 persons.

Private Dining Rooms.

Special Dining Room for large parties.

Ladies' Afternoon Tea Rooms with European

Music in attendance.

Ladies' Cloak Room.

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Hydraulic Elevators to every floor.

Electric Lighting.

Electric Fans (if required).

Hot and Cold Water throughout.

Wines and Groceries specially imported by

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Fire Extinguishing Mains and Emergency

Exits on every floor.

CHARGES MODERATE.

H. HAYNES,

Manager.

[549]

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PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

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Dinner Wine, Green Seal Capsule	\$12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
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E. EXTRA, SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00

B, C, & CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR XERES WINES

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LIGHT DRY	Per Doz.
SOLERA	\$16.50
VERY PALE DRY	24.00
FULL GOLDEN	27.00
PALE DRY NUTTY	30.00
FINE OLD BROWN	40.00

MADEIRA.

GOOD FINE	Per Doz.
	\$16.50
	27.00

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous communications should be inserted.
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BIRTH.

On the 12th December, at No. 10, Museum Road, Shanghai, the wife of W. J. B. CARTER, of a daughter.

MARRIAGE.

On the 12th December, at Trinity Cathedral, Shanghai, ERNEST, only son of Mr. and Mrs. J. W. CARTER, of Maidenhead, England, to EVA, only daughter of the late FRANCIS ROBERTSON, of Buenos Aires, and of Mrs. ROBERTSON, Forest Gate, London.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD (CL).
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th December, 1902.

By the last mail from England we received a copy of a report by Mr. J. W. JAMIESON, British Commercial Attaché for China, on the foreign trade of China in 1901. The pamphlet is of an elaborate nature and extends to 54 pages of the ordinary size of our diplomatic and consular reports. It contains not only figures but also careful deductions from them, and a careful reading will certainly repay the expenditure of time. For purposes of comparison with 1901, a year in which trade in some parts of the abnormal conditions arising out of the troubles of 1900, Mr. JAMIESON selects the year 1896, in which commerce recovered from the shock dealt it by the war with Japan. In the interval the total foreign trade of China increased by nearly £2,000,000. Imports, for which more silver had to be paid, owing to a fall of over eleven per cent. in the value of the metal, showed an increase of more than £5,500,000, while exports increased by £3,313,000. The figures for British trade with China were in 1896 £39,103,800 and in 1901 £41,963,620—an increase of £2,859,820. The aggregate of British trade, which in 1896 formed 56.6 per cent. of the whole, was in 1901 only 51.02 per cent., direct imports from the United Kingdom falling 15.9 per cent. Hongkong in imports to China advanced from £15,226,000 in 1896 to £17,798,250 in 1901; and in exports from £9,008,500 in

1896 to £10,664,250 in 1901. India also manifested an improvement both in imports and export, whereas other British dominions shared in the twofold falling-off of the United Kingdom. Of the thirty-nine millions and a half of merchandise imported into China in 1901, 14½ millions represented the value of cotton goods, over 4½ that of opium, 2½ kerosene oil, nearly 2 sugar, over 1½ metals, and over half-a-million woollen goods. Cotton goods have neither advanced nor declined during the past decade, the falling off in one class being made good by an increased import of another. American drills and jeans have increased, according to Mr. JAMIESON's figures, while there has been a marked decrease in Indian T-cloths, and Japanese cotton flannel, and Japanese yarn have increased to a large extent. Nor is there much change in the opium trade. In spite of the steady increase in the cultivation of native opium, the Indian drug continues to hold its place, and the import in 1901 was almost exactly the same as in 1897. The importation of morphia nearly doubled in the last six years, and its use has spread rapidly throughout Southern and Central China. Pills are the common form in which the morphia is taken, but subcutaneous injection also exists. While the main staples of the import trade, except kerosene and sugar, have to a great extent remained stationary, certain articles included under the head of sundries show great strides. Chief amongst these are flour, matches, soap, cigars and cigarettes, artificial dyes, perfumery, paints, and umbrellas. Mr. JAMIESON sees a gradual change in native taste and a tendency to absorb, more and more, articles of Western luxury. The growth of cigarette-smoking, superseding the Chinese water pipe as well as the Indian hookah, is a notable instance.

Turning to the export trade of China in 1901, the total estimated value was over £25,000,000, silk accounting for £8,920,434 and tea for £2,738,355. The figures, Mr. JAMIESON points out, show that the low exchange has had the effect of stimulating exports from China, and it has been asserted that but for the fall in silver many articles now in the export list would never have found their way there, and that a rise in exchange would cause them to disappear altogether. Mr. JAMIESON, like so many others, points out the damage done to China's export trade by the suicidal policy of the native seller in adulterating his goods; and he shows how the fierce competition of European merchants for the limited exports of China induces the Chinaman to make his little go as far as possible. With regard to the tea-trade Mr. JAMIESON puts forward the arguments with which we are familiar here, and declares the trade, in much the same terms as we ourselves used a few days ago, to be past recovery. As for the inland trade, Mr. JAMIESON points out that, with the exception of the trans-frontier commerce with Russia and a negligible quantity of commodities exchanged across the Burma border, China's supplies of foreign merchandise are drawn in the first instance from Rangoon, Hongkong, and Shanghai. A table of the percentage of foreign imports distributed by Hongkong and Shanghai shows 29 per cent. from Hongkong and 71 from Shanghai. Into the discussion on the telegraph and transit-pass questions we cannot, unfortunately, from want of space follow the report. We must note, however, that of the former Mr. JAMIESON says:—"There is in China a growing feeling that, could other means of raising an equivalent revenue be devised, telegraph should be done away with. The total amount it brings into the Government coffers—Imperial and provincial—is said to be between £16,000,000 to 18,000,000 taels. The mode of collection, however, is so radically vicious, and affords so many opportunities for harassing trade that the majority of enlightened officials are anxious to see it abolished."

One of the most interesting sections of the report is that about "Shipping." The total number of vessels entered and cleared in 1901 was 64,844, aggregating 48,416,688 tons—including nearly 8,000 Chinese junks, but not the native shipping of Kowloon and Lappa nor that passing through the custom-houses of Meangtsze. Taking a comparison again with 1896, we find that the percentages under the different flags were then—British, 65; Chinese, 22; German, 6; Swedish and Norwegian, 3; Japanese, 2; French, 1; all other flags, 1 per cent. In 1901 the percentages were—British, 54; German, 16; Chinese, 13; Japanese, 11; French, 2 per cent.; United States, 2; Russian, 1; all others, 1 per cent. "That the percentage of British tonnage should have fallen off so considerably," says the report, "is due to the strenuous efforts made by Germany and Japan to compete for a share of the carrying trade on the coast of China, to the increase in the size of the mail steamers which German companies employ in their Far Eastern line

and to the development of the Japanese steamship services with the United States and Europe." Mr. JAMIESON continues:—"It was not to be expected that we would be allowed to retain for ever our former supremacy in the matter of the carrying trade, but the opposition we now have to encounter is by no means to be despised, and should our percentage of the gross tonnage go on dwindling at the rate of the past five years, in 1926 the British flag will represent 4 per cent. of the whole. It is to be presumed that the ocean carriers know best how to defend their own interests, although to an outsider it is not clear why, if it pays the German and Pacific mail lines to cater for the large passenger traffic they have gradually built up, the Peninsular and Oriental Steam Navigation Company should so systematically have neglected to avail itself of its opportunities." Mr. JAMIESON sees an arrest of the development of early traditions of the P. & O. Company, which has allowed others to seize what by exercise of foresight it might have had itself. Admitting, too, the strong position of the British companies with respect to the coast trade of China, he speaks with admiration of the determined efforts of the Japanese, and points out the advantages which they enjoy in understanding the wants of native passengers. With regard to the opposition of other Powers, in their desire to foster their own trade, he says that the inducements being offered to those shipping goods to and produce from Manchuria via Dally, may, at no very distant date, have the effect of driving 150,000 tons of British shipping away from Newchwang. The burden, in fact, of the report is that the energy of Britain's competitors is making serious inroads on our trade, and that we are not making the necessary efforts to counteract these. We cannot prevent the increase of other Powers' commerce, but we can provide that our own shall not fail through our mistakes.

The French mail of the 17th ult. was delivered in London on the 15th inst.

According to a Shanghai Times despatch, the announcement is made of the engagement of Lord Rosebery's eldest daughter to Lieutenant Grant, of the Coldstream Guards.

An exclusive telegram to the N.C. Daily News states that McKeevor, the young man who threw a chair at the late John Kosciuszko, has been acquitted of the charge of murder at Liverpool.

Mr. J. Stewart Black, who recently relinquished his British Consular office at Bangkok in order to take up the position of Judicial Adviser to the Siamese Ministry of Justice, has returned to Bangkok after his leave of absence in England.

The British ships *Algerine* and *Phonix* left on Tuesday for Canton. Yesterday the British cruiser *Cressy* left for a cruise, the U.S. cruiser *New Orleans* for Manila, the Portuguese gunboat *Dia* for Macao, and the British cruiser *Eclipse* for practice. H.M.S. *Talbot* arrived from Canton yesterday.

We are asked to remind our readers of the sale of Japanese silks and curios this afternoon in Mr. Geo. P. Lammer's sales rooms in Duddell Street. The articles to be sold comprise silk temple brocades and embroideries, some very fine screens, kimono, bronzes, porcelain, etc. The sale will commence at 2.15 sharp.

The O. & O. ss. *Cadic*, which arrived here early yesterday morning, took from San Francisco treasure to the value of \$500,000. Among the passengers who arrived here is Ho Yow, formerly Chinese Consul at San Francisco, who is accompanied by his wife, family, and secretaries. With him also is Mr. W. B. Curtis, who is associated with Ho Yow in the latter's new steamship enterprise.

It is stated that Prince Ching hopes to take a short trip to Japan next year as special envoy for the exhibition at Osaka. With regard to the appointment of a special envoy for the Louisiana Exhibition, it was intended to make a selection from among the Princess Lun Pei Tzu and Ch'en Pei Tzu. Prince Chun was not included. Prince Su is unable to take up the appointment, Ch'en Pei Tzu is understood to be unwilling, and Lun Pei Tzu is now mentioned as the likely envoy.

At a meeting of the Persuasion Lodge of Hongkong, No. 1165 E.C., held on Tuesday evening, Brother A. H. Bottenheim was regularly installed as Master of the Lodge for the officers of the District Grand Lodge, W. Bro. Bottenheim then invested his officers as follows:—I.P.M., Wor. Bro. W. H. Wickham; S.W., Bro. E. H. Hinds; J.W. Bro. C. A. Melbourne; Chaplain, Bro. Rev. A. J. Dexter, B.N.; Treasurer, Bro. A. R. Lowe; Secretary, Wor. Bro. Francis Clark, P.M.; S.D., Bro. E. H. Sharp; J.D., Bro. W. A. Sims; D.C., Bro. J. W. Bonner; Organist, Bro. H. Hurdhouse; I.G., Bro. E. A. Bonner; Tyler, Bro. J. Vanstone; Stewards, Bros. G. M. Young and A. Forbes. There was a large assemblage of visitors, including His Excellency R.W. Bro. Sir Henry Arthur Blake, D.G.M., Bro. R.W. Bro. C. G. Robinson, E.N., Deputy D.G.M., Malta, and Masters, Past Masters and Wardens of the other local lodges.

A British Colonial Association has been formed at Shanghai.

The Duke of Orleans has subscribed 1,000 francs towards the statue to be erected in Tonkin of his cousin, the late Prince Henri.

According to advices received in San Francisco from Fiji, Great Britain intends to establish a coaling station on Suvaroff Island in the Pacific.

Major-General Sir Alfred Gascolee has been granted the Indian Good Service Pension, vacant by the recent death of General F. C. Cotton, C.S.I., R.E.

Mr. A. H. Savage Lander has left for another expedition—somewhere, home papers report. He has gone to New York, so perhaps it may be ultimately South America he is bound for.

A detachment of Russian sailors is leaving Cronstadt in order to complete the personnel of the Pacific Squadron, and also that of the Siberian Flotilla. This detachment will go to Odessa by rail, and from Odessa they will continue the journey on board one of the steamers of the Volunteer Fleet.

The Marcus Island Development Company of Honolulu has placed in the hands of ex-Senator J. M. Thurston for presentation to the U.S. State Department a complete statement of its claims to the island and for damages, by reason of the action of the Japanese Government. This recites the history of Captain Roskill's discovery of the island and all his subsequent discovery in relation thereto. It is accompanied by an exhaustive brief by Thomas Fitch arguing the legal rights of the company. The company having filed a \$50,000 bond conditioned on having everything ready for the shipment of guano from the island within twelve months from the date of the bond, is now in danger of forfeiting the bond.

His Majesty has been pleased to approve the establishment of a special medal to be awarded by the Lords Commissioners of the Admiralty in accordance with strictly defined rules to the officers of the mercantile marine serving in chartered troop-transports in recognition of the extreme efficiency with which the troping service has been performed in the recent South African and China Wars. It is His Majesty's intention that the transport medal shall be granted in future was to the officers of the mercantile marine serving in troop-transports similarly chartered whenever a war medal may have been granted the troops engaged, but not otherwise. The medal and ribbon will always be the same, but a clasp will denote the particular war in connection with which the service has been performed.

The London Gazette of the 11th ult. notified that the King has been pleased to give and grant unto Edmond Anger Hewett, Esq., General Agent of the Peninsular and Oriental Steam Navigation Company, and President of the Municipality of the International Concession at Shanghai, His Majesty's Royal licence and authority that he may accept and wear the insignia of the Third Class of the Order of the Iron Crown conferred upon him by His Majesty the Emperor of Austria, King of Hungary, in recognition of services rendered during the recent military operations in China. We congratulate Mr. E. A. Hewett—whose transfer to Hongkong and resignation of the Presidency of the Shanghai Municipal Council the London Gazette, it will be noted, does not recognise.

Referring to the comments of the English Press on the occasion of the despatch of a squadron under Rear-Admiral Baron Stakelberg to reinforce the Russian fleet in the Pacific, the *Spectator*, the Pan-Slavist organ, says that, inasmuch as Russia does not interfere with the affairs of others, she has the right to expect that others will not meddle with hers. The journal adds:—Although our naval forces cannot at present be compared with those of Great Britain, yet we must not forget that our shipbuilding programme provides for a rapid increase of our navy, and the success already gained by the Russian shipbuilding yards in this respect gives us every assurance that our fleet will soon assume proportions corresponding to those of our land forces: that is to say, as the army is increased there will be a corresponding increase in the Russian navy, which, according to the idea of its founder, Peter the Great, is to rank among the first.

Mr. Cairns, M.P., who passed into the relative obscurity of private membership many years ago, is still capable of being roused, like an old warrior at the trumpet call, by the sound of that pernicious term "nary rum," says the *Naval and Military Record*. Mr. Cairns has been perturbed by learning that rum has lately been sold by public tender at Tientsin, and the Secretary for War had to confess that this ardent, nautical spirit has actually been ordered to our troops in the field, as per regulations. Mr. Cairns' unsuccessful campaign against rum affords us back a matter of twenty years. He was successful in persuading the Admiralty to deprive the officers of their all-gill, but the Board did not extend their experiment to the lower deck. Most people will agree that a midday, age 18 years, is far better without rum; but there is no sufficient reason why old officers should be denied their grog ration because a temperance advocate once had an official connection with the Board of Admiralty. The officer did not always drink his rum, but the ration was put to many uses, such as the illicit purchase of brass in Dockyards, or the timely refreshment of soaked exsterns. Nowadays an officer who wishes to refresh a wet exstern must go to the expense of giving him whisky. Yes, rum was useful, and its loss is still bitterly deplored in the commissioned ranks. By the way, it would be interesting to obtain statistics as to the length of life of the average ship's steward.

The Shanghai A.D.C. gave a performance of *Lolaithe* at the Lyceum Theatre on Tuesday.

A Vancouver (B.C.) telegram dated the 14th November, says:—Advices from the cable station at Bamfield creek state that a speed of 100 letters a minute has been attained on the Pacific cable.

Mr. Alexander McDonald, a capitalist of Ohio, is negotiating for the purchase of Sir Walter Scott's house, Abbotsford. If the bargain is concluded Mr. McDonald will present the house and estate to the Scottish people.

H.S.H. Admiral the Prince of Leiningen, whose birthday was last month, was born in 1830, and in his young days served with the late Count Gleichen, under Sir H. Keppel in the *Rayleigh*, and was in the galleys of that vessel when to the great peril of her occupants she was sunk in Fátchun creek.

In dictating his memoirs, Mr. Kruger used the "I" up to the stage when he became President, and after that "We." The Continental editions of his book read so for the present, but in the English issue the "I" appears all through. Mr. Kruger sanctioned this change when it was suggested to him by his English publisher as being preferable.

The *Singapore Free Press* says:—"A humorous incident of the Wuyang Street affray was in the street outside. There was a huge crowd of Chinamen, behaving as excitedly as only a crowd of Chinamen can. One individual made himself conspicuous by fussing about and shouting things in Chinese. Whereupon the nearest constable, properly warmed up for the occasion, promptly felled him with a baton. The eldest man of the crowd was this one, when he got up with a whirling head and exclaimed that he was a Chinese detective!" The *Straits Times* denounces this as an unfounded yarn. The inquest on the bodies of the two Chinamen shot by the police in the Wuyang Street affray resulted in a verdict of justifiable homicide.

The Washington correspondent of the *Morning Post* learns authoritatively that "before the end of the year the United States will be permanently represented in the Far East by the most powerful fleet of warships which has ever assembled under the American flag. What the meaning of this arrangement is cannot at present be more definitely explained than by a statement made to me by an official of the Navy Department. He said: 'The Administration believes that the next international conflict will centre in the Far East, and that this country will be to a more or less extent interested.' Whether the Washington Government has received recent advices from Peking or not relative to a possible conflict of interests in China it is impossible to learn. All the armoured vessels of the United States now on duty in European and South American waters will be ordered to return home shortly, and most of them, after refitting, will be sent to the China Station."

The Hon. Charles Algernon Parsons, F.R.S., to whom the Royal Society has awarded its Rafter medal "for the successful application of his invention of the steam turbine to industrial purposes, and in navigation," is a brother of the Earl of Rosse and a son of the builder of the famous Birr telescope. When Mr. Parsons built the *Turbine*, in 1896, she was the first vessel to be propelled by the steam turbine. She was, of course, a great success, and was followed by the *Viper* and the *Cobra*; both of these destroyers were lost last year. At the present time there is only one turbine-engined war-vessel in the world. This is H.M.S. *Viper*, and she has the distinction of being the fastest war-ship in the world. Two turbine passenger steamers have been built and three high-speed turbine yachts, whilst next year will witness the running of the first cross-Channel turbine passenger steamer. Mr. Parsons wants to build a turbine liner that will cross the Atlantic in four days.

M. Berard, French Under-Secretary for Posts and Telegraphs, is considering the expediency of sending the mails to China, Japan, and Coochin-China by the Siberian Railway. By that route he estimates they would reach Port Arthur in 17 days instead of 37. The statement for China ports and Saigon is not made. "Concerning this," says the *Z. and C. Express*, "a letter has been forwarded to Mr. Henniker Houston, M.P., which has only been 26 days in transit from China. The postmark is Shanhaikwan—Mountain and Sea Pass. The route taken was via Siberian and Russian railway. This, however, is not a record. We have already noted that letters have reached London from Tientsin in 24 days. This would mean, say, 25 for Shanhaikwan. This route seems to be operating much better from Europe, though homeward even it is somewhat doubtful, and cannot be regularly relied on."

CANTON IMPROVEMENTS.

We learn that the government of the city of Canton has been very much improved recently. For the purposes of keeping good order Canton has been split up into wards and sub-divisions, so that the responsibility for any offence may be visited at once on the place where it occurs and the inhabitants of each division are strongly, because peculiarly, interested in seeing that the law is kept. Inasmuch as foreigners passing through the streets of Canton are to be most summarily punished, death being threatened even to the families of those who commit an outrage against Europeans. Recent visitors notice the difference in the demeanour of the people.

TELEGRAMS.

REUTERS' SERVICE.

LONDON, 15th December.

VENEZUELA.

General Castro has changed his attitude towards the allies. While still protesting against the action of the Powers, he has ordered the reprisals to cease, and has restored the British and German railways and telephones. He paid a visit to the wife of the German Minister, who is lying ill in the legation building, and offered her the hospitality of his palace. He sent a message to Puerto Cabello ordering the authorities there to give the satisfaction demanded for the seizure of the British steamer *Topaze*, but the message arrived too late.

LONDON, 15th December.

THE U.S. MINISTER TO JAPAN.

Mr. Griscom, United States Minister at Tohoku, has been appointed Minister to Japan. BRITISH COLUMBIA AND ASIATIC IMMIGRATION.

Several British Columbia Acts relating to the employment of Japanese, including the Coal Mines Regulations and Immigration Act, which have been disallowed by the Dominion Government, will all undoubtedly be re-enacted during the coming session.

THE WEIHAIWEI REGIMENT.

Mt. Hon. St. John Brodick states that it has been recently decided to retain the Chinese Regiment, consisting of four companies.

"ROMEO AND JULIET."

At the Theatre Royal last evening the Janet Waldorf Company for the first time during their stay in Hongkong undertook the production of Shakespearean tragedy in the form of *Romeo and Juliet*. The result fully justified this venture, a venture, by the way, which is seldom made in the Colony by any theatrical company that may visit us and one which in the view of a good many people argues no little courage on the part of a modern manager. To say so much means no disparagement to the artistic tastes of Hongkong, but simply that here also the conditions prevail which make a Shakespearean season in the English provinces an almost certain financial failure unless one of the great tragedians of the age appears, or unless, in the case of the lesser stars in the constellation, some guarantee is found such as makes the Benson season possible at home. It was very gratifying, therefore, to find that the public of Hongkong attended the Theatre in such numbers to grace the occasion of the introduction of classic tragedy. It was an admirable representation of Shakespeare's beautiful play to which the audience were treated. Indeed we question if in *Romeo and Juliet* the Waldorf Company do not appear to better advantage than in any piece they have so far undertaken. There was at any rate no dubiety about the manner of its reception, for besides following with sustained interest the development of the wondrous love story to its final tragic scene, the house again and again gave expression to their appreciation of its enactment. Miss Waldorf in the role of *Juliet* made a highly favourable impression.

Her greatest work here has been associated with the depiction of impassioned parts. Never perhaps has the varied nature of her histrionic talents been better displayed than on this occasion. Needless to say, her acting in the tragic passages of *Romeo and Juliet* left little to be desired, and particularly in the final scene of Act IV did her power as a tragedienne tell forcefully; but there was no less distinction in her rendering of the lighter side of *Juliet's* character: especially was this apparent in the balcony scene and in the playful interview with her old nurse in Act III. Miss Waldorf's *Juliet*, in a word, is worthy of all admiration, and ranks as the strongest rôle in which she has yet been seen in Hongkong. That Mr. Norval McGregor would give a notable reading of *Romeo's* character was only to be promised by the already long list of successes which attend his career. His *Romeo* was an excellent study. In the last act his tragic powers were brought into play in a manner that thrilled the audience and evoked enthusiastic tokens of their approbation. Of the other parts especially worthy of praise was the *Mercutio* of Mr. Wilson Forbes, the *Nurse* of Mrs. A. Dow-Currier and the *Peter* of Mr. William Fitchett. The remaining dramatic personae were entirely aloof. The scenery and incidental music left nothing to be wished for. To-night *Romeo and Juliet* will be repeated.

SWATOW.

[FROM OUR CORRESPONDENT.]
Swatow, 16th December.

FRENCH SPHERES.

Persistent rumours are heard of late that a French Consulate is to be established shortly here and that *la belle France* has obtained a concession at Swatow, the last piece of intelligence seems to be a canard.

SAD ACCIDENT.

An unfortunate catastrophe happened on board the Singapore emigration steamer *Hong Wan I* during her last stay in port. By some uncontrollable mishap, six men, who were sitting on the upper hatch on the main deck, fell from there into the cargo-hold and sustained serious injuries. Two of them were fatally hurt.

ANOTHER ENTERTAINMENT.

The second smoker of this season was given by the shipping fraternity on Saturday last in the Kialat Club. The British Consul, Mr. B. Twyman, who is ever ready to promote a social function, acted as chairman. A well arranged programme, consisting of songs, recitations and music, was got through with great success and enjoyed immensely by all those present. Special mention deserves Mr. Luing, who in mastery was executed on his flute some pieces from well known operas. Mr. Brackstone, as a comic singer, is finding general favour.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD. Immediate Possession.

Apply to—

COMPTON OFFICE, Care of Messrs. W. G. Humphreys & Co. Hongkong, 18th December, 1902. [3387]

TO LET.

AT the Peak, Spacious FURNISHED BUNGALOW.

The SHOP, No. 9, BEACONSFIELD TERRACE.

Nos. 13, 18, 19, and 20, BELILIOS TERRACE.

No. 1, BALL'S COURT.

For Particulars, apply to—

TURNER & CO. Hongkong, 18th December, 1902. [3386]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILEZIA."

Captain Ghezzi, will leave for the above places on THURSDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to—

SANDER, WIEBER & CO., Agents, Prince's Building. Hongkong, 18th December, 1902. [3385]

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENLOMOND."

Captain Statton, will be despatched as above on or about the 3rd January, 1903.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents. Hongkong, 18th December, 1902. [3384]

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on FRIDAY, the 9th January, 1903, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents. Hongkong, 18th December, 1902. [3383]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"VINDOBONA"

having arrived. Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 23rd of December, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd of December, will be subject to rent.

Bills of Lading will be countersigned by—

SANDER, WIEBER & CO., Agents. Hongkong, 18th December, 1902. [3382]

JUST PUBLISHED—2ND (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

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ON SALE AT LOCAL BOOKSELLERS.

ENTERTAINMENT

THEATRE ROYAL.

Lessee and Manager—Mr. W. REULE.

Representative—Mr. ARTHUR SEYMOUR.

JANET WALDORF CO. W.

THIS (THURSDAY) EVENING, LAST NIGHT OF

"ROMEO & JULIET."

The most gorgeous production witnessed in Hongkong.

Miss JANET WALDORF

excelled the most exquisite anticipations in her magnificent rendition of "Juliet."

"ROMEO," Mr. NORVAL McGEORGE.

The most popular demonstration of homage was bestowed on the entire Company.

FRIDAY and SATURDAY

EVENINGS.

The immensely popular farcical Comedy,

"FACING THE MUSIC"

Final production of the present Season

(Owing to Canton engagements).

F Tariff and all other arrangements as previously.

Hongkong, 18th December, 1902. [3353]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 18th DECEMBER, 1902, at 11 A.M., at their SALES ROOMS, 8, Des Vaux Road Central, Corner of Ice House Street, SUNDREY HOUSEHOLD AND OFFICE FURNITURE.

TEAKWOOD, WARDROBES with GLASS, MARBLE-TOP WASHSTANDS, CHEST-OF-DRAWERS, TEAKWOOD DESKS and CHAIRS, CARPETS, RUGS, &c., &c.

Also

A Quantity of SCALES and IRON

SAFES.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 17th December, 1902. [3377]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 18th DECEMBER, 1902, commencing at 2.15 P.M. sharp, at his SALES ROOMS, Duddell Street, A CHOICE COLLECTION OF JAPANESE SILKS AND CURIOS.

Comprising:—

VERY FINE SILK TEMPLE BROCADES, SILK EMBROIDERED SCREENS, KIMONOS, CUSHION and BEDCOVERS, &c., &c.

SELECTED CUT VELVET PICTURES from the Celebrated "Nishimura."

BRONZES and PORCELAIN of various makes, FINE IVORY FANS, &c., &c.

On view from Wednesday, the 17th inst. Terms:—Cash on delivery.

Catalogues will be issued.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 13th December, 1902. [3339]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 19th DECEMBER, 1902, at 10.30 A.M., at H.M. NAVAL YARD, SUNDREY NAVAL AND VICTUALLING OBSCOLET and CONDEMNED STORES.

Comprising:—

OLD IRON, PAPEE STUFF, CANVAS, COAL BAGS, ELECTRIC CABLE, FIREWOOD, &c., &c.

The Victualling Stores will be sold immediately after the Naval Stores.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 16th December, 1902. [3369]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on SATURDAY, the 20th DECEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, Duddell Street, FINE ART BRONZE GROUPS, STATUETTES, PLACQUES, VASES, &c., ELECTRO-PLATED WARE, FANCY MIRRORS, CLOCKS, DRESSEN BISCUIT WARE, OIL PAINTINGS, LACE FANS, and a Large Assortment of FANCY and LEATHER GOODS.

Also

Three SINGER'S TREADLE SEWING MACHINES (NEW).

A FEW VERY FINE GOLD WATCHES (from one of the best London makers) to be sold without reserve.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 18th December, 1902. [3359]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1900. [2774]

AUTOMATIC MAUSER PISTOLS.

JALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900. [64]

PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 23rd day of DECEMBER, 1902, at 12 Noon, for the purpose of considering and if thought fit passing the proposed Special Resolution.

That the Company be wound up voluntarily under the Provisions of the Companies Ordinance 1895 to 1899, and that the HONORABLE CHARLES STEWART, SHAK P. ALEXANDER GEORGE WOOD, and JOHN THOMAS MARTIN WHEELEY be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint liquidators.

Dated this 13th day of December, 1902.

By Order of the Consulting Committee,

WILLIAM D. JUPP, Acting Manager.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE EIGHTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, the 30th day of DECEMBER, 1902, at 3 o'clock, in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st instant, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th December, 1902. [3371]

THE HONGKONG STEAM WARE BOAT COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that the remaining Call of Three Dollars per Share is now called up and is payable at the COMPANY'S OFFICE, No. 37, Connaught Road, on or before JANUARY 2nd, 1903. On payment, Shareholders will receive hand in their Scrips for endorsement by the Manager.

By Order,

J. W. KEW, Manager.

Hongkong, 18th December, 1902. [3355]

THE CATHOLIC UNION.

XMAS TREE ENTERTAINMENTS TO THE POOR.

WILL you help to make 600 Children and 200 Old People happy on Christmas Day?

Come to the Bazaar of Toys to be held in the Rooms of the Catholic Union, Gloucester, on SUNDAY, 21st instant, from 3 to 8 P.M. Admission by Tickets.—Adults 50 Cents each (entitled to Xmas Souvenir), Children 10 Cents each (entitled to the Children's Stall).

The Toys, &c., will be on View from SATURDAY AFTERNOON.

Hongkong, 17th December, 1902. [3370]

DAVID CORSAIR & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNOLD, KARBURG & CO. Sole Agents.

33351

TO LET.

FROM 1st FEBRUARY or sooner, FURNISHED RESIDENCE, 6 ROOMS, on Robinson Road, Victoria.

Apply—

F. R., Care of Daily Press Office.

Hongkong, 10th December, 1902. [3318]

TO LET.

(WITH IMMEDIATE POSSESSION.)

SECOND FLOOR OF SEA VIEW, a EUROPEAN DWELLING-HOUSE, containing FOUR ROOMS, also Bath-Room and Servants' Quarters. Cool, Healthy, and has a splendid view of Harbour. Rent Moderate.

Apply to F. G. ALLEN, Sea View, Back of No. 3 Police Station.

Hongkong, 9th December, 1902. [3296]

TO LET.

"YALTA," MOUNT KELLET, PEAK, FURNISHED.

Apply to—

AUSTRO-HUNGARIAN CONSULATE.

Hongkong, 15th December, 1902. [3347]

TO LET.

GODOWNS No. 536, Des Vaux Road, on Marine Lot No. 181, on a monthly tenancy or till 31st March, 1903. Possession from 1st December next.

KELLET SPUR, MOUNT KELLET, on a monthly tenancy.

INSIDE VILLA, POPULUM ROAD, 29, MOSQUE STREET, GROUND FLOOR.

Apply to—

LINSTRAD & DAVIS.

Hongkong, 7th November, 1902. [2972]

TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.

For Particulars, please apply to

MR. LI PAK, Care of Comptroller.

NIPPON YUSEN KAISHA, 1st Floor No. 1, Prince's Buildings, Charter Rd.

Hongkong, 5th December, 1902. [3261]

TO LET.

TWO NEWLY BUILT HOUSES, from 10th January, at Kennedy Road, with excellent accommodation and a good view of the Harbour.

Apply to—

No. 4, LOWER MOSQUE TERRACE.

Hongkong, 12th December, 1902. [3330]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 35 and 38, PRATA EAST.

TWO ROOMS above NEW VICTORIA HOTEL.

Apply to—

H. N. MODY, Victoria Buildings.

Hongkong, 21st December, 1902. [3223]

TO LET

TO LET.

HOUSE No. 4, MOSQUE JUNCTION (near Robinson Road), containing Four Rooms, Servants' Quarters, Kitchen and Bath-room.

Apply to—

J. D. BARROS, No. 46, Elgin Street.

Hongkong, 26th November, 1902. [3148]

TO LET.

"WESTLEY," UPPER RICHMOND ROAD.

Apply to—

LAU CHU PAK, Care of A. S. WATSON & Co., Ltd.

Hongkong, 16th October, 1902. [2764]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—

SPANISH PROCURATION.

Hongkong, 1st April, 1902. [977]

TO LET.

"BENSFOOT," UPPER RICHMOND ROAD.

Apply to—

DEACON & HASTINGS, 10, Queen's Road.

Hongkong, 30th October, 1902. [2783]

TO LET.

OFFICES at 8, QUEEN'S ROAD CENTRAL.

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SPORT AND ANECDOTE.
BY AN OLD FOGGY.

THE FASCINATION OF BILLIARDS.
Of course, it would be exceedingly difficult to prove such a statement, but it seems to me that more people enjoy billiards than any other game if we reckon this faculty of enjoyment as exercised by active participation in the pastime. It is comparatively rare that I find a man who either does not handle a cue or has not knocked the balls about during his youth. Sir William Harcourt once declared that he was all more or less a Socialist. With greater truth he might have asserted that he was all more or less a billiard-player. And, indeed, I know of no game that can exercise a greater fascination on mere man. The game in itself always looks pretty; it appeals to the eye. How sweetly refreshing is the stretch of green West of England cloth—so verdant that a well-preserved and well-kept table reminds one of long winter nights, of the pastures of spring, of the level mead where the stumps are driven in, and of our sequestered camping ground in the summer when we pitch our tents for life in the open-air. A good billiard-cloth looks lovely. It is, magnetizing to the mind and restful to the eye. Anyone with an elementary knowledge of colour will tell you that green and red are complimentary colours. They are almost necessary to each other. The red ball always looks shining. The next time you see a party of friends playing pool or snooker just glance at the many tinted balls, and see if there is one so warm, so cheerful, and so captivating as that which is dyed carmine, or some such shade. But a beautiful white ball—I cannot refer to it as spotless—is again another contrast which appeals to the eye of anyone with an artistic temperament. How noticeably these polished ivory balls steal over the green expanse and perform such feats at the bidding of the cue, that one could almost think these little playthings were sentient toys. Really, billiards has a most æsthetic side, and to me the game always seems so dainty, so delicate, with implements so light, and with science so bewitching, that I cannot understand why ladies are not greater patrons of this recreation. I am sure that our fair friends take up many sports and pursuits far less amiable. I am quite at one with Major Broadfoot, who in the November issue of the *Badminton Magazine* invites the attention of ladies to the suitability of billiards. I like the way Major Broadfoot puts the case in a few words, thus:—"The game affords interest and exercise without undue fatigue, whilst the attitudes, when correct, must of necessity be graceful. No game or pastime sets off a good figure to greater advantage, whilst the delicacy of touch which ladies possess is most valuable and leads to good scores. It must, however, be recollected that in all cases practice and play must be subordinate to more important matters. Work and duty come first—play afterwards." To all of which I offer a respectful "Hear, hear," because the fascination of billiards is so powerful that one may be tempted to neglect the sterner duties of life for its calm joy.

LIFE STORIES.
It may be thought that I have been guilty of the sin of exaggeration as to the spell which billiards can throw over even the strongest masculine temperaments. But let me give you a few examples which are not hearsay, but of men who have come under my own observation. Take my good friend H. W. Stevenson, the present champion of the Billiards Association. Now he was a table for the first time when he was about ten years of age, and he was so mesmerized by it that to his own words he used to "sneak into the room" and play surreptitiously whenever he could. Nothing could induce him to take up a commercial career, and when he was fourteen he began to play regularly; when he was seventeen he could make one hundred off the balls at one attempt. He has never been able to escape from this atmosphere, until now the one that he clothes seems part of himself. Now take the case of one of the youngest players of the day—Willie Cooke and Tom Reece. Young Cooke is the son of the ex-champion, William Cooke, the great rival of John Roberts, senior and junior. He was brought up at a boarding school at Forest Hill, near London, and his father was most anxious that his son should not follow in his footsteps, and that he should not play billiards. Mr. Cooke destined his son for business in the City. The youth was engaged in commerce and in banking, but he never liked either of them. He had seen billiards, and he wanted to play. The desires of his father and the claims of business were nothing to him. What is the result? Young Cooke, who has been playing in the London tournament this week, is following in the footsteps of his father. He is certainly a beautiful cannon player. As he is only 21, on the 21st of this month, there is plenty of time for Cooke to realise his ambition and keep up the family name. Now Tom Reece, of Manchester—quite one of the most rising men of his calling—was a lad in an Oldham cotton mill. A member of the Oldham Seal Swimming Club he used to frequent a gymnasium for the purpose of developing his physique. At the gymnasium there was a billiard table—and he never saw one until he was sixteen. Instead of doing his exercise on the horizontal bar and the rings, Reece would sit and watch people play billiards. He could not keep himself, and he liked the game so much that he began to practice. Moreover, he improved so fast that he soon became the champion of Oldham. He has consecrated his life to the game, and will some day make a bid for the highest honours his profession can bestow. Again, Charles Dawson, who claims the championship quite as much as Stevenson, did not begin life as a billiardist. He was originally a reel-maker at Huddersfield, but when a youth he fell a victim to the fever for the

game. Billiards, I think, exercises a fascination greater than any game ever invented. I was playing the other day at my club, and the steward, quite a veteran now but a great professional in his heyday, told me a strange life story. He was destined to be a working jeweller and served his indentures in the City of London. But he was also a private in the Middlesex Volunteers, and at their drill-hall there was a billiard-table. There he used to see other members of the corps playing pyramids. The spirit of the game entered into him, and he possessed his soul. He felt that he could play pyramids. When he tried he was undeceived, but he persevered, and was soon the unequalled "potter" of the regiment. He became a great player at the all-round game, and so adept at pyramids that it was not uncommon for him to "pot" all the red pyramid balls at one break! Indeed, at this form of cue cleverness he became a rival of old John Roberts, and ultimately a celebrated player. Even at seventy-one my friend the steward, as I prefer to call him, could not resist the enchantment of the ivory on the green cloth.

THE AMATEUR CHAMPIONSHIP.
Is it then any wonder that billiards is played by millions of people? And quite possibly the man who makes his two-break, as one of our club members says, derives as much fun from his knock-up with aelum as a first-class artist does from his compilation of 200. But so far as I can see there never has been, and there never will be any comparison between the degree of skill possessed by amateurs and the professionals at this monarch of table games. Probably this was never more forcibly illustrated than in the Amateur Championship of Great Britain, which has been recently decided. I read the reports of the whole of this contest extending over ten days, and I must say the play seemed very disappointing. There was little to make a man exult, although in the final heat between Mr. A. W. T. Good, of London, the holder of the championship, and Mr. A. J. Browne, the former, who is a licensed victualler, made a very fine break of 155. He put the object white ball in the pocket with his first shot, and so was left with only the red ball to play it. So splendid was his losing hazard striking that he made 51 shots of this description. His "in-offs," to use a billiard-room colloquialism, were made into the top and the middle pockets. His plan was alternately the middle and top pocket. If one plays a loser from a natural angle into the top pocket, with a perfect half ball stroke, and with the exact strength, the red ball will touch these cushions and leave itself over the middle holes. These, of course, can be made in the same way, but in spotting for the middle pocket losing hazard always arrange for the half ball stroke without side. By this means the red object ball is driven right up the table and rebounds off the top cushion so that it again leaves position. The two shots by which Mr. Browne made his break are easily within the repertoire of ordinary amateurs, but these generally play these simple hazards with so much side on their own ball that they make difficulties, and seldom leave the red in position. I know no better practice for an amateur than the one ball game of this kind, and having once mastered the half ball losing hazard with the requisite strength he will find his game vastly improved. Amateurs have a great fault of playing with too much "side." For instance, take what is known as a "jenny" in the middle pocket. Nine amateurs out of ten play short "jennies" into the middle with an abundance of "side" instead of making it an ordinary half-ball stroke. Play such a shot twenty times with "side," and twenty times without by the half-ball, and depend upon it the latter will often prove successful. Ordinary cueists forget that the putting on of side makes them less accurate. Now the great point in Mr. Good's break was to my mind precision and the pace of his strokes. That made this record break for an amateur off the red ball, and in no report or comment that I have seen has this point been emphasized. But, even so, do not let us forget that John Roberts has made 124 consecutive losing hazards off the red ball in a break of 514, and that Charles Dawson has compiled 273 by the same stroke. Again, 163 is the highest break ever made by an amateur in a championship match. What is this compared with the record of 722 by Dawson under the revised rules, and the 648 which Stevenson rolled off in at the very beginning of his match for championship honours with Biggles on April 2 1900? These facts show the great gulf between professionals and amateurs. But there is a still more telling method of comparison. For instance, when Mr. Good won the championship restricted to amateurs the other day his average yield for each attempt was nine, as he made 214 attempts to score 2,000. Moreover, the average never has been above 13, but when Stevenson or Dawson have won the professional title they have rejoiced in an average of about 34 to 37. Here again is a great difference, and when John Roberts was *facile princeps* he very rarely averaged less than 50 in any of his great entertainments. How is it, says the nig in the street, that there is such a tremendous hiatus in skill between the best amateur and the best professional? The question is easily answered, for the former is generally a shot player and the latter a break player. I mean to say that the man who has devoted his life to billiards has such supreme control of the balls that he loves himself a long series of what are easy shots. The art is to score the simple stroke and present yourself with another of the same

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kind. The amateur as a rule is a poor judge of the pace at which a ball will travel and of where it will go, with the result that he creates difficulties by forcing the balls into most awkward angles, and by scattering them all over the table. Very rarely indeed can an amateur play the cannon and winning hazard game at the top of the table; and by these means all the great breaks of the day are amassed. By wonderfully quick execution Stevenson will roll up 10 near the spot. He thinks seven minutes a long time for such a break! Now, Mr. S. S. Christy is the only entrant for the amateur championship with ability to show good top of the table play; and yet Stevenson would give him points at the rate of 50 in a 100. The average man is outclassed by the billiards expert. But he should console himself with the reflection that he has other duties in life than to play on the board of green cloth, fascinating and entrancing as it is.

FOOTBALL.
For a change I have wandered away from the stock subject of football, but I return to the winter pastime now to chant the praises of the conquering West Bromwich Albion, who have never had such a fine League campaign. They may not win the premiership, but I am quite satisfied with the clubs I selected for that honour a few weeks ago, as the Albion, Derby County, and Bury are all playing a superb game. Of course, there may be a surprise. There is ample time for this, and I should not be astounded if Sheffield Wednesday had to be taken into consideration. They have not a brilliant eleven, but a sound team in every direction. A matter, however, which is already causing much anxiety and heart-burning is the trouble of avoiding the two nethermost positions in the League table, for this brings a decline and a fall into the Second Division. Beyond all doubt Bolton Wanderers cannot escape. This is a bold assertion, but a combination which has not won a single match out of ten attempts, and possesses only two points is just redemption. They have handicapped themselves by giving away a start to their rivals. I regret to say so, but I can see no hope, and the Wanderers will have for the second time to descend to a lower class. If they do escape, a feat in the nature of a miracle will be necessary. Grimsby are certainly better off than Bolton, but I cannot see how the Lincolnshire club can hope to rise superior to Blackburn Rovers and Aston Villa. These clubs have had a most disastrous time this autumn, but it should not be overlooked that their players have been the victims of many accidents, that Crumpton, the renowned captain of the Rovers, was away for five weeks, that Crabtree, Wilkes and Perry, of the Villa, have all been in the hands of the doctor, and that both these teams are sure to improve and not deteriorate. The question arises: Can Grimsby improve more than the Rovers and the Villa? Frankly, I do not think they can, for the cogent reason that they do not possess the resources of such powerful clubs. I cannot help sentiment creeping into the argument, but I must say that I should be terribly distressed if such famous organisations as the Rovers and the Villans ever lost their first-class certificate. May that day never arrive! London, 15th November.

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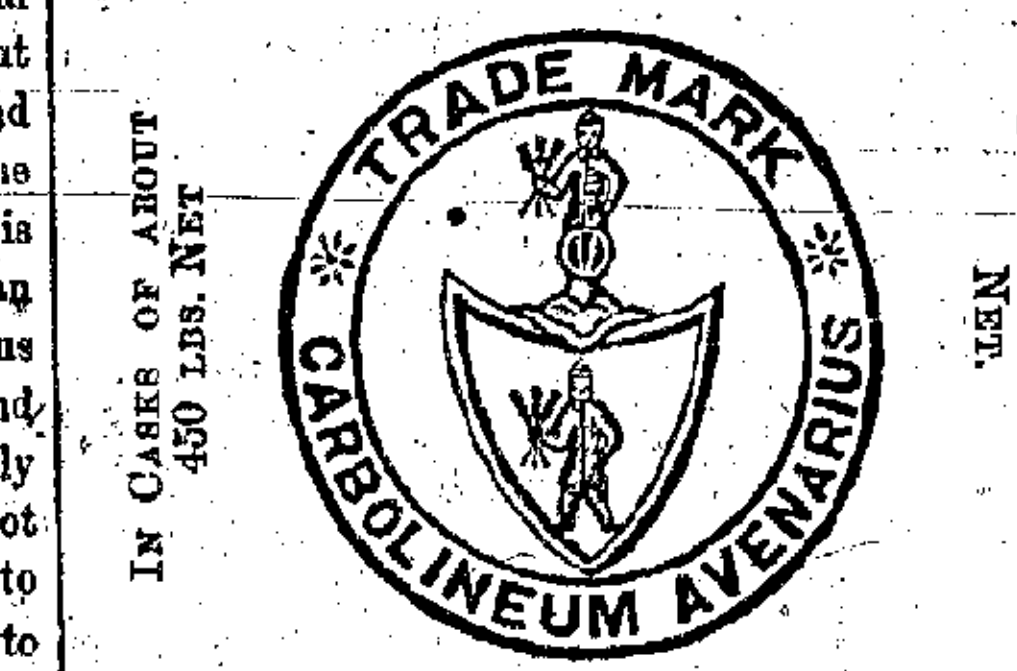
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By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
28th November, 1902.

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2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

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LONDON	ULSTER	Brit. str.	—	E. J. Stallard	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	GLORIOUX	Brit. str.	—	—	McGREGOR BROS. & GOW	On 6th January.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th January.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
MAISELLES, LONDON & ANTWERP	TEENKAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MAISELLES, LONDON & ANTWERP	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 24th inst., at Noon.
MAISELLES, LONDON & ANTWERP	SADO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MAISELLES, LONDON & ANTWERP	TONKIN	Brit. str.	—	Sohn	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MAISELLES, LONDON & ANTWERP	OOPACK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th January.
MAISELLES, LONDON & ANTWERP	BAYERN	Brit. str.	—	H. Blocker	MELCHERS & CO.	On 24th inst., at Noon.
MAISELLES, LONDON & ANTWERP	SUEVIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	NUEBBEG	Brit. str.	—	Borck	HAMBURG-AMERIKA LINIE	On 13th January.
MAISELLES, LONDON & ANTWERP	SILBER	Brit. str.	—	Jahrg	HAMBURG-AMERIKA LINIE	On 27th inst.
MAISELLES, LONDON & ANTWERP	WIEBURG	Brit. str.	—	Bahr	HAMBURG-AMERIKA LINIE	On 10th February.
MAISELLES, LONDON & ANTWERP	C. FRED. LAEISZ	Brit. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 24th inst.
MAISELLES, LONDON & ANTWERP	ALHIA	Brit. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 31st inst.
MAISELLES, LONDON & ANTWERP	BEYLMOND	Brit. str.	—	Stanton	GIBB, LIVINGSTON & CO.	On or about 3rd January.
MAISELLES, LONDON & ANTWERP	HYSON	Brit. str.	—	Cobel	BUTTERFIELD & SWIRE	On 23rd inst.
MAISELLES, LONDON & ANTWERP	VINDOBONA	Brit. str.	—	Schaarschmidt	BUTTERFIELD & SWIRE	On 24th inst.
MAISELLES, LONDON & ANTWERP	CROYDON	Brit. str.	—	Casey	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	ADRIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	VICTORIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	NINGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	ATHENIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit. str.	—	T. W. Garlick	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	SHIRANO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	INDRAMA	Jap. str.	—	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	CHINGTU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	EASTERN	Brit. str.	—	Gheh	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	SILESIA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 27th inst.
MAISELLES, LONDON & ANTWERP	MANILA	Brit. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 27th inst.
MAISELLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	F. R. Summers	P. & O. S. N. Co.	On 27th inst.
MAISELLES, LONDON & ANTWERP	HUNAN	Brit. str.	—	Pernitz	MELCHERS & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	WUOSUNG	Brit. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	DALLARAT	Brit. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	KORBA	Brit. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	DAIJI MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	MAIZURU MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	ANPIO MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	KWEIYANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	THALES	Brit. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	HAICHING	Brit. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	KAFONG	Brit. str.	—	—	DOUGLAS, LAPRAIK & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	ROHILLA MARU	Jap. str.	—	E. P. Bishop	GIBB, LIVINGSTON & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	LOONGSANG	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	DIAMANTE	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	ZAFIRO	Brit. str.	—	R. Rodger	MELCHERS & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	SAN AKA	Brit. str.	—	Schnur	JARDINE, MATHESON & CO.	On 27th inst.
MAISELLES, LONDON & ANTWERP	KUMANO	Brit. str.	—	E. J. Buller	NIPPON YUSEN KAISHA	On 27th inst.
MAISELLES, LONDON & ANTWERP	BOMBAY MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
Dec. 17, CAISIA, German str., from Canton.
Dec. 17, CHOWTA, German str., 1,115 H. Penton, Bangkok via Swatow 8th Dec.
Dec. 17, CHUNANG, British str., from Canton.
Dec. 17, DAIJI MARU, Japanese str., 899 T. Ogata, Swatow 17th December, General.
Dec. 17, OSAKA SHOSHEN KAISHA
Dec. 17, GAELO, British str., 4,235 W. Finch, N.B.R., San Francisco 15th November and Shanghai 14th Dec., Mails and General.
Dec. 17, HATCHING, British str., 1,267 A. E. Hodgins, Pootung 14th, Amoy 15th and Swatow 16th Dec., General.—DOUGLAS, LAPRAIK & CO.
Dec. 17, HOHMA, French str., 539 M. Merles, Haiphong and Hanoi 16th Dec., Rice and Pigs.—A. R. MARTY.
Dec. 17, MARIE JENSEN, German str., 1,771 H. Bendtsen, Chinkiang 12th December, Groundnuts.—JENSEN & CO.
Dec. 17, PRONTO, Norwegian str., 897 Th. Seeborg, Hongkong 14th December, Rice.—S. D. W. H. & CO.
Dec. 17, TALBOT, British str., from Canton.
CLEARANCES.
At the Harbour Master's Office.
17th December.
Arnold Jayken, German str., for Saigon.
Woonang, British str., for Shanghai.
Cassius German str., for Nagasaki.
Charthouse, British str., for Kutchinotzu.
Nomi, Russian str., for Nagasaki.
DEPARTURES.
16th December.
ALGERINE, British str., for Canton.
AZA, Norwegian str., for Singapore.
PHENIX, British str., for Canton.
17th December.
ANPIO MARU, Japanese str., for Swatow.
CANTON, British str., for Shanghai.
CARL DIEDERICHSEN, Ger. str., for Haiphong.
CHUNANG, British str., for Hongkong.
CHOYANG, British str., for Shanghai.
CHREY, British str., for a cruise.
DIE, Portuguese gunboat, for Macao.
ECLIPSE, British str., for a cruise.
EMPEROR OF JAPAN, Brit. str., for Vancouver.
HAILAN, French str., for Peking.
HIEH-HO, Chinese str., for Canton.
LIGHTNING, British str., for a cruise.
New Orleans, Amr. str., for a cruise.
Ryon, British str., for Manila.
SISHAN, British str., for Saigon.
SELUN, Norwegian str., for Canton.
TANDA MARU, Japanese str., for Nagasaki.
TOYAN, Chinese str., for Shanghai.
TACOMA, British str., for Tacoma.

VESSELS ON THE BERTH.

ARRIVALS.
17th December.
ANERDEN DOCKS.—Hullard, Gloucester City.
KOWLOON DOCKS.—Phranang, Kwaiyang, Argus, Kwong Yek, Bygdo, Lickin, Saphir, H.G.M.S. Para Bismarck, Pronto.
COSMOPOLITAN DOCK.—U.S.S. Monterey, L. Acanthia.
SHIPPING REPORT.
The British steamer Haiching, from Coast Ports 16th inst., had moderate N.E. monsoon and moderate sea, with fine weather. Vessels in Amoy—Ah Ph, Victoria, Chefoo, and Neil Macleod. In Swatow—Taksang, Woonang and Thales.
VESSELS ON THE BERTH.
IN DO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG"
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 19th inst., at 4 P.M.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th December, 1902. [349]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AFRICA and ADRIATIC PORTS.)
THE Company's Steamship
"VINDOBONA."
Captain Cobel, will be despatched as above TO-DAY, the 18th December, P.M.
This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Principal Buildings,
Hongkong, 29th November, 1902. [309]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"THALES."
Captain Robson, will be despatched for the above port TO-MORROW, the 19th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 17th December, 1902. [376]

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA
48 HOURS.
THE Company's well-known Steamship
"ROHILLA MARU."
3,869 Tons, Captain E. P. Bishop, will be despatched for MANILA TO-MORROW, the 19th inst., at Noon.
To be followed by the "ROSETTA MARU," on or about the 24th inst.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light, Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Principal Buildings, Ice House Street,
Hongkong, 16th December, 1902. [16]

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.
STEAM FOR SANDAKAN.
THE Company's Steamship
"SANDAKAN."
Captain Schnur, will be ready to load for the above port on the 17th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th December, 1902. [336]

THE MITSUI BUSSAN KAISHA.
Agents.
Principal Buildings, Ice House Street,
Hongkong, 16th December, 1902. [16]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO MANILA, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMSHIP
"INDRAMA."
5,197 Tons, R. P. Craven, December 20, 1902
"INDRAVELL."
4,899 Tons, W. C. Craven, January 14, 1903
"INDRAPURA."
4,899 Tons, A. E. Hollingsworth, February 14, 1903
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 9th December, 1902. [114]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
TREMONT	T. W. Garlick	9,906	December 30th
OLYMPIA	J. Truebridge	2,937	January 17th

Steamers marked * have no passenger accommodation.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
Hongkong, 17th December, 1902. [7]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 19th Dec. Freight.
ADRIA	NEW YORK, VIA PORTS (Calling at Singapore and Colombo)	On 28th Dec. Freight.
ALPSIA	GENOA and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
NUEBBEG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 13th Jan. Freight.
SILESIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 27th Jan. Freight.
WURZBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 10th Feb. Freight.
C. FRED. LAEISZ	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 24th Feb. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
DIAMANTE	1980	A. H. Notley	Manila Direct.	20th Dec., at Noon.
ZAFIRO	2540	R. Rodger	D.	24th Dec., at Noon.
PERLA	1980	J. McGinly		
RUEL	2540	R. W. Almond		

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 16th December, 1902. [268]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 31st Dec. 1902
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 14th Jan. 1903
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 11th Feb. 1903
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 25th Feb. 1903
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 18th Mar. 1903
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 1st April 1903
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 22nd April 1903
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 6th May 1903
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May 1903

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder Street.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SURZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
+ BAYERN 24th December.
+ KONIG ALBERT 7th Jan., 1903.
+ PRINZESS HELENE 21st Jan., 1903.
+ DARMSTADT 4th Feb., 1903.
+ STUTTGART 18th Feb., 1903.
+ PREUSSEN 4th Mar., 1903.
+ HAMBURG 18th Mar., 1903.
+ PRINZ HEINRICH 1st April, 1903.
+ SACHSEN 15th April, 1903.
+ KATASCHOU 13th May, 1903.
+ BAYERN 27th May, 1903.
+ ROON 11th June, 1903.
+ PRINZ REG. LUITPOLD 24th June, 1903.
* Steamers of the Hamburg-Amerika Linie. * Calling at Amsterdam.

ON WEDNESDAY, the 24th day of December, 1902, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 22nd December. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 23rd December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO. AGENTS.
Hongkong, 17th December, 1902. [15]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY)
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SADO MARU ANTWERP, SINGAPORE and PENANG, COLOMBO and PORT SAID SATURDAY, 27th Dec. at DAYLIGHT.
YAWATA MARU NAGASAKI, KOBE and YOKOHAMA SATURDAY, 27th Dec. at NOON.
A. E. Moses VICTORIA, B.C. and SEATTLE TUESDAY, 30th Dec. at 4 P.M.
SWINANO MARU U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA THURSDAY, 1st Jan. at 4 P.M.
KUMANO MARU SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 2nd Jan. at DAYLIGHT.
SANUKI MARU KOBE and YOKOHAMA FRIDAY, 2nd Jan. at DAYLIGHT.
W. Townsend BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 2nd Jan. at NOON.
BOMBAY MARU COLOMBO FRIDAY, 2nd Jan. at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through. Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
A. B. MIEBABA, Manager.

OCEAN STEAM SHIP COMPANY, LD.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 14th January.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.
HOMWARDS.		
TO	STEAMERS	DATE
LONDON	"ULYSSES"	On 23rd December.
LONDON	"PELEUS"	On 6th January.
LONDON	"ANTENOR"	On 20th January.
LIVERPOOL	"TYDEUS"	On 20th January.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.
GLASGOW and LIVERPOOL	"PAKING"	On 22nd January.
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.
HOMWARDS.		
TO	STEAMERS	DATE
MARSEILLES, HAVRE, LON- DON and ANTWERP	"TEENKAI"	On 20th December.
NAPLES, LEGHORN and LONDON	"HYSON"	On 23rd December.
MARSEILLES, HAVRE and AMSTERDAM	"COPACK"	On 16th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VANCOUVER and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 27th December.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 18th December.
CHEFOO and CHINWANTAO	"HUNAN"	On 18th December.
CEBU and ILOILO	"KALFONG"	On 19th December.
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	On 22nd December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 29th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th December, 1902.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	"BALLARAT"	About 19th December	Freight or Passage.
LONDON, &c.	"BENGAL"	December 20th	See Special Advertisement
MARSEILLES, LONDON and ANTWERP	"MALACCA"	Noon, 24th December	Freight or Passage.
YOKOHAMA, VIA SHANGHAI	"MANILA"	About 29th December	Freight or Passage.
MOJI and KOBE	"R. A. Peters"	December	

For MARSEILLES, PLYMOUTH and LONDON Direct. Without Transshipment. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th December, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 21st December.
TAMSWI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 28th December.
ANPING, VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 24th December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 31st December.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 18th December, 1902. T. ARIMA, Manager.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER. No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. (3199)

FOR SALE. HADDINGTON HOUSE, Kowloon Road.

Hongkong, 16th December, 1902. (3357)

COLD STORAGE. THE HONGKONG ICE COMPANY, LD.

Have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 18th November, 1902.

IMPORTED EVERY MONTH THEREFORE ALWAYS FRESH. ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE.

and NEWCASTLE GUILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902. (1152)

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamer

"KOREA."

Captain Pernitz, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch.

For Freight or Passage, apply to MELOCHERS & CO., Agents.

Hongkong, 27th November, 1902. (3174)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH and LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1902. (1)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports on SATURDAY, the 20th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAFAIK & CO., General Managers.

Hongkong, 17th December, 1902. (3375)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"CROYDON" ... About 27th Dec. 1902.

"MOGUL" ... 6th Jan.

"HINDUSTAN" ... 15th Jan.

"SHIMOSA" ... To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 12th December, 1902. (71)

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" ... leaves on 29th December.

"TAIYUAN" ... " 20th January.

"TSINAN" ... " 16th February.

"CHANGSHA" ... " 7th March.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 8th December, 1902. (1981)

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL and RIVER PLATE.

ON MONDAY, the 29th December, 1902, at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de Ceylan*, which vessel takes on her Passengers and Mails, leaving that port on the 10th January, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 18th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th December, 1902. (2)

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with the INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Butler, will be despatched at the above on TUESDAY, the 23rd inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th December, 1902. (3367)

FOR SAN FRANCISCO, VIA SANTA ROSALIA (MEXICO).

THE Steamship

"VICTORIA."

Captain Casey, will be despatched for the above ports on or about the 28th instant.

For Freight, &c., apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 17th December, 1902. (3378)

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"GLENLOCHY."

Captain E. J. Stallard, will be despatched at the above on MONDAY, the 5th January, 1903.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 17th December, 1902. (3373)

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANTON."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at the risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day, 16th inst.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative as appointed.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th December, 1902. (1)

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Tigre*, and from Bordeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognised.

Damaged packages will be examined on Monday, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th December, 1902. (2)

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OOPACK."

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional Cargo will be landed, unless notice has been given to the steamer's arrival.

Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1902. (2402)

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT."

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day, the 11th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 18th December, at 9:30 A.M.

All Claims must reach us before the 2nd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 11th December, 1902. (5)

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 22nd instant, will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 22nd instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th December, 1902. (11)

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRASAMHA"

FROM PORTLAND (O.), YOKOHAMA, KOBE and SOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 12th December, 1902. (14)

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 16th inst.

Goods not cleared by the 23rd instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 26th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 16th December, 1902. (3374)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Friday, the 19th inst., at Noon, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th December, 1902. (3318)

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew at the following Vessels during their stay in Hongkong Harbour.

DAYLIGHT, British 4-ton barque, James Reader.

